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Public Analyst for the City of Glasgow and the Counties of Lanark, Renfrew, &c.

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RETURNING FROM KHARTOUM, the Special Train leaves TUESDAYS 9.15 p.m. arriving alongside steamer at PORT SUDAN WEDNESDAY EVENINGS. Steamer is timed to reach SUEZ SATURDAY, to connect with 5.30 p.m. train to Cairo.

Further particulars may be obtained from any of KHEDIVIAL MAIL LINE'S Agencies or from Principal Tourist Agencies by whom Circular Tickets are issued to Khartoum by the Nile, returning by Red Sea Express Service or Vice-Versa.

The Egyptian Gazette

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The Egyptian Gazette

THE ENGLISH DAILY NEWSPAPER.

ESTABLISHED 1880.

Editor and Manager: R. SNELLING

Price: ONE PIASTRE TAMPA.

THURSDAY, JANUARY 23, 1908

EGYPT AND THE SUDAN.

Commenting upon Sir Eldon Gorst's visit to the Sudan the "Standard" says:—

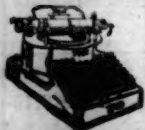
Sir Eldon Gorst, who is returning to Cairo after his brief tour of inspection in the Sudan, has had an opportunity of seeing something of the latest developments of that interesting territory. It is perhaps needless to say that the high political significance attributed to the visit by the anti-English journalists of those ingenious persons. These astute critics, who have lately been endeavouring to persuade their readers that the Sudan is a crushing and unprofitable burden upon Egypt, have been suggesting that Sir Eldon will inaugurate an era of drastic economies for the upper country. Some of them even went so far as to hint that in this enterprise the British Consul-General was to receive the active assistance of the Under-Secretary for the Colonies, and that the two statesmen would have an opportunity of conferring on these matters on the Upper Nile. Nothing of course could be more ridiculous. Neither Egypt nor the Sudan comes, in the smallest degree, within the Under-Secretary's "sphere of influence." At Khartoum Mr. Winston Churchill was received with the courtesy which in that pleasant and hospitable capital is often extended even to less distinguished guests; but his visit had no more official character than that of any other traveller who happened to be passing through his way down from the equatorial regions, and both Mr. Churchill and his hosts took care to do nothing which could lead to misconception on this point. As a fact, the Under-Secretary for the Colonies had quitted Khartoum before Sir Eldon Gorst had left Cairo; and though they passed one another on the journey they could certainly have had no facilities, even if such had been sought, for the discussion of political affairs apart from this myth, there is no reason to suppose that any immediate change in Sudan policy is contemplated or any serious revolution in the relations, financial and other, which link the Anglo-Egyptian condominium to the Khedivial Government. The situation, so ably summarised in the last of Lord Cromer's great series of Reports, is not for the present likely to be modified in its main lines. But here, as elsewhere, Sir Eldon Gorst has been anxious to render himself familiar with all the details of administration, not so much with the idea of correcting the work of his predecessor as of extending and amplifying it, and adapting it where necessary to exigencies which were not contemplated during the years when Lord Cromer was rebuilding the fabric of orderly administration throughout the Nile Valley.

In the Sudan, even more than in Egypt, the problem is one of developing by administrative means the resources of the country. That the vast territory, in spite of its tracts of arid waste and inhospitable desert, contains the possibilities of immense agricultural wealth is the assured belief of all who know something about it. Irrigation; population, and communication are its three prime requisites, next, of course, after that repression of rapine and violence which the Anglo-Egyptian arms have secured. The first and second of these two great needs cannot be supplied, other difficulties apart, until progress has been made with the third. The Sudan, like the Britain of the Roman post, has been *peius tota divinus ab urbe*: too long cut off from the stream of the world's commerce, and accessible only by the long, narrow thoroughfare that leads from the Mediterranean by the Nile and over the cataracts and through the desert. By that difficult and devious track, on the decks of sailing boats and heavy steamers, and on the backs of camels, such heavy articles as machinery and building plant have been conveyed with infinite labour into the heart of tropical Africa. But for modern commerce the route is far too slow and too costly. From the beginning of our occupation of the territory it has been seen that the Sudan, if it is to make full use of its agricultural capacities, must be placed in direct communication with the Red Sea. During the last year and a half this aim has been achieved. The railways from the Atbara, near Berber, to Port Sudan, a few miles from Suakin, is the worthy complement of the work of Lord Kitchener and Sir Percy Ginard when they carried the line across the desert from Wady Halfa, and so placed Khartoum in contact with Europe and the Nile Delta. From the mercantile point of view, the Port Sudan railway, is even more valuable. Sir Eldon Gorst, whose tour included a trip over the new line and an examination of its outlet, can hardly fail to have been surprised at what he saw. In the short space of two years and a half he will have found that the engineers of the Sudan Government have bridged the old caravan route to the sea by a railway, on which one can travel in all the height of modern luxury; and at the terminus they have laid something more than the foundation of a first-rate modern port and trading town on what thirty years ago was a stretch of uninhabited forebore.

At Port Sudan the Consul-General saw the plans of fine streets, squares, public buildings; he saw in actual being quays, warehouses, steam cranes, coal lifting machinery—all the appliances of brisk and enterprising trade. Port Sudan, with its fine harbour and its open channel, navigable at all hours and in all tides, may become one of the notable commercial entrepôts of the world. Sooner or later it seems inevitable that the trade of North Equatorial Africa must flow through its gates. Meanwhile, it has brought the Sudan into almost startling contiguity with the main centres of the world's industry and population. A passenger travelling by this route can reach Khartoum eight days after leaving London, without suffering the smallest discomfort or inconvenience *en route*; a load of cotton, grown on the Sudan plantation, can be sailed to the Red Sea and shipped to the docks at Salford without breaking bulk and in a space of time which will compare very favourably with the transit from most other centres for the supply of the fibre. By an audacious flank attack, the isolation of Central Africa has at length been broken down, and the results of the movement, though they may not be realised so quickly as its leaders anticipate, must eventually be remarkable.

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CONTINENTAL TIRES

LOCAL AND GENERAL.

Continental Hotel.
A military band will play every Thursday at the Grand Continental Hotel.

The Pagrimage and Cholera.
A telegram from Djeddah announced 23 deaths there from cholera. The "Asouan" has called 1,423 Egyptians.

Ivory Sales.
Thirty four tons of Egyptian and three and half tons Abyssinian ivory have arrived in London for the quarterly sales, which commence on the 28th instant.

The Imperial Pierrots.
The Imperial Pierrots are to give an entertainment in the Recreation Rooms, Kasr-el Nil Barracks, on Friday evening next, Colonel Markham having kindly placed the rooms at their disposal.

Khartoum Bridge.
The bridge which is in course of construction over the Blue Nile between Khartoum and Khartoum North is making excellent progress, and it is expected that the masonry will be visible above the water in a few weeks time.

St. Mary's, Cairo.
The service at St. Mary's Church, Kasr-el-Doubara, on Sunday next will be as follows: 8 a.m. Holy Communion; 10.30 a.m. Matins and Service; 6 p.m. Evensong. The Rev. P. A. Braithwaite, D.D., LL.D., Rector, will conduct the services.

The Agricultural Bank.
The issue of the remaining bonds of the Agricultural Bank of Egypt, which, we understand, has recently taken place, will afford this institution a means of removing onerous restrictions, which it had to pursue owing to lack of integral funds. This will now mean a continuance of the outflow of small loans, which under present conditions will certainly be readily sought after by the fellah population of Egypt.

Photographing the Sultan.
A new departure was made at the Corban-Bairam ceremony in the Mirasin Kiosk, at Yildiz, on Wednesday, when for the first time since his accession the Sultan allowed himself to be photographed. After accepting the homage of all the Ministers, functionaries, and notables, the Sultan received the congratulations of the Ambassadors. His Majesty, who appeared to be in very good health, chatted brightly with the latter for over an hour, and laughingly mentioned that he had four photographic cameras at work all about the ceremony taking snap shots, but he feared they would prove a failure as the light was poor.

Football in Cairo.
The semi-final of the Big Unit Shield was played at the Khedivial Sporting Club on Wednesday afternoon, the competing teams being the Kings Own Scottish Borderers v. the 60th Rifles, and an excellent game resulted in a draw. The result of the match, can, however hardly be taken as a fair criterion of the respective merits of the two teams, for the passing and combination of the K.O.S.B. was distinctly superior to that of their opponents and they had the best of the game throughout. The K.O.S.B. scored one goal in the first half, and maintained their advantage until just before the call of time when the Rifles succeeded in equalising matters.

ARMY OF OCCUPATION.
Last Thursday a strong draft of Coldstream Guards left Southampton in the "Soudan" for Egypt, where they will join the third Battalion. Major Shillingford-Smith was in command of the reinforcements, whose departure was attended by several officers of the Coldstream battalions remaining at home.

The same boat is bringing out the 1st Battalion (Alexandria Princess of Wales's Own) Yorkshire Regiment, the 9th Foot, or "Green Howards" Lieut. Col. E. M. Esau in command, and the marching-out strength is 21 officers, 830 N.C.O.s and men, and 89 women and children. One company—Capt. W.B. Walker's "U" Company—three officers and 100 N.C.O.s and men, has been detailed for twelve months' duty at Cyprus, after which it will be relieved by another company from headquarters. The battalion, which leaves Aldershot with a very high reputation, had a hearty send-off.

SAVOY PALACE HOTEL.
The following is the programme of meals to be played at the Savoy Palace Hotel to-morrow afternoon:—

Mercure-Russe—Casse.
Liebestraum—Casse.
Prochaine—Gillet.
Norma—Bellini.
Havre—Mors.
La Bohème—Puccini.
The Brooklyn Theatre.
Fascination—Marchetti.
Marsie Egyptian—Borghesi.

THE HOTEL CASINO SAN STEFANO.
RAMLEY'S MOST FASHIONABLE HOTEL.
MODERATE PRICES.

CARLTON HOTEL.
BULKELEY (near Alexandria) half way to San Stefano.
RAMLEY'S FASHIONABLE HOTEL.
Full Pension P.T. 50 a day with Monthly Terms.
Visitors from Cairo night at 100 shillings.
Proprietor, C. AGUILERA, (late of The Field 2nd).
Special terms to Government Officials.

LORD CURZON AND PARLIAMENT.

SEAT IN LORDS TO BE DISPUTED.
(Gazette's Special Service.)
London, Thursday.
It is reported that Lord Curzon's right to take his seat in the House of Lords will be disputed at the opening of Parliament, because he has failed to establish his right to vote at the election of representative Peers for Ireland. The matter may be referred to the committee of privileges.

STOCK EXCHANGE QUOTATIONS.
AMERICAN & HOME RAILWAYS.
(Gazette's Special Service.)
London, Wednesday evening.
The following are the closing prices of the leading American and English Railway shares:—

AMERICAN RAILWAYS

Atchafalaya	74
Baltimore	99
Canadian Pacific	152 1/2
Chicago-Milwaukee	115 1/2
Erie	16
Illinois Central	135
Louisville	91
New York Central	91 1/2
Pennsylvania	58 1/2
Reading	52 1/2
Southern Pacific	77 1/2
Union Pacific	127 1/2
Steel Common	20
Steel Preference	95 1/2

HOME RAILWAYS

Brighton	104
Brighton Def.	79 1/2
Caledonian	97
Caledonian Def.	26 1/2
Central London	66
Chatham and Dover	13 1/2
Chatham and Dover 1st Pref.	80
Chatham and Dover 2nd Pref.	45
City and South London	45
Great Central Pref.	27 1/2
Great Central Def.	13 1/2
Great Eastern	70
Great Northern Pref.	90
Great Northern Def.	50
Great Western	123 1/2
Hull and Barmsey	52 1/2
Lancashire and Yorkshire	98
Metropolitan	47 1/2
Metropolitan District	104
Midland Pref.	65 1/2
Midland Def.	63 1/2
North British Pref.	79 1/2
North British Def.	35 1/2
North Eastern	142 1/2
North Western	146 1/2
South Eastern	75
South Eastern Def.	38 1/2
South Western	146
South Western Def.	48

THE KHEDEVE.
His Highness the Khedive will hold his Annual Ball at the Palace of Abdin on the 10th of February. His Highness will return to Cairo from Alexandria to-morrow.

THE "HELIPOLIS."
The T.T.S.S. "Heliopolis," the floating palace of the Egyptian Mail Steamship Co., Ltd., and the last word in shipbuilding, left Marseilles on Saturday at 1 p.m. with a complement of about 400 passengers, and after one of the finest passages of the season, arrived at Alexandria yesterday at 6.30. She was somewhat delayed at Marseilles by passengers' baggage being overcarried by the French railway. Calling at Naples, at which port she embarked some ninety 1st and 2nd class passengers, she was still favoured with phenomenal fine weather during the remainder of the run. During the nights of the 19th and 20th instant maroonigrams were received from Polihou, in Cornwall, and published the following morning in the "Egyptian Mail." This interesting little paper is one of the features of this enterprising line and contains the latest news from all parts of the world. A dance was given on Monday evening and proved a great success, the bridge deck being decorated with flags whose many colours formed a harmonious setting to the dainty toilettes of the ladies, presenting to the onlooker a very pretty ensemble. Among the celebrities on board were: T. R. H. the Duke and Duchess of Madrid, Prince Tousseur, Sir Ernest Cassel, Princess Evelynne Colonna di Stigliano, the Baroness Inhof, Baron and Baroness Pfyffer, Baron de Zuylen, Comtesse Telfener, Mr. and Mrs. Hall Caine, Captain B.J. Majendie, Vice-Consul Von Spiegel. The favourable weather conditions prevailed until arrival at Alexandria, when passengers were landed and those proceeding to Cairo, etc., were conveyed by special train to their destinations. During the voyage communication was established with the "Hamburg" "Cedric" and the "Caronia." The special train which conveyed passengers direct to Cairo was away by 10.15 a.m., which speaks volumes for the State Railways in this very important matter.

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21 QUAI DES BERGUES
GENEVE.

AL AZHAR REFORM.

THE ADDIN INCIDENT.
The unpleasant incident, to which we referred in Tuesday's issue, apropos of the exclusion of Sheikh Rasi from the Khedive's reception at Abdin Palace does not call for any further detailed observations. The event was certainly regrettable in that it may cause a certain amount of feeling in the great University, where, if anywhere, complete harmony should prevail. On the other hand the authorities were left no choice in the matter and it was undoubtedly due to the Sheikh's own want of tact that he should have brought himself into such an unpleasant position.

The reform of Al Azhar, on which this incident hinges, is one of the great problems upon which the Moslem world appears to be somewhat divided. In all cases where religious questions are involved there will ever be two parties, those who are in favour of keeping things as they are, and those who desire to move with the spirit of the times. Such divergences necessarily lead to a great deal of bad blood for there is no fruitful soil for ardent hostilities than the "odium theologorum." His Highness must find himself in great difficulties in his endeavour to reconcile these conflicting elements, but no doubt in course of time with patience and his proverbial power of persuasion he will bring the parties interested to reason. Personally we are not in a position to express any opinion as to the rights and wrongs of the controversy, but what we do feel strongly is that there is an immense deal of wasted power in this great theological seminary. It is a thousand pities that some scheme cannot be devised whereby the New University idea cannot be merged in that of Al Azhar. All Moslem education must under existing conditions have a religious basis.

Therefore it would be a fatal step, in the present backward condition of the Egyptian people, to concentrate all the elements of progress in order to found a New University, thus leaving the venerable and historical Al Azhar to crumble away in neglect and to merely remain as an interesting monument of religious dogma.

FRENCH DEPUTY ON EGYPTIAN NATIONALISM.
M. Maurice Barre, the Deputy and Academician, who has just returned from Egypt, has made the following statement to a representative of the "Eclair" respecting the Nationalist agitation in that country, a summary of which appeared in our special cable of the 17th.

"In the existing condition of affairs no Egyptian could seriously desire the disappearance of European advisers. If England were to retire, and if she were not succeeded by France or some other European nation, the result would be a return to anarchy. This would be felt as intolerable by the fellahs, who are now accustomed to justice and equity, which are, if you like, of a relative character, but still very appreciable, if only in the collection of taxes. There is, however, a very strong Nationalist sentiment in the hearts of the natives—that is to say their religious feeling and their attachment to Islam. Toleration is a natural gift of the Egyptian Mahomedans; but if they considered that offence had been done to their religion, their feeling against the foreigner might become really active and even dangerous. Thus you see how Egyptian Nationalism is at the same time a very genuine feeling and one without any precise political object."

EGYPTIAN STATE RAILWAY INSTITUTE.
The Egyptian State Railway Institute was on fete last Thursday evening, being the occasion of the annual ball. Many enjoyable functions are promoted by the entertainment committee during the year, but the annual ball is intended to and really does eclipse all. The arrangements were on an elaborate scale and the comfort of the guests had received the fullest consideration. The approaches were enclosed in Arabic tawaght while the balcony was transformed into a sitting-out apartment and looked very comfortable decked with bunting and evergreen. The ball room itself was tastefully decorated, indeed better than we have yet seen it—with flags and palms, while the chain like array of oriental lanterns lent additional charm to the proceedings. Some 900 persons accepted the committee's invitation amongst whom we noticed Macanley Bey and Mr. and Mrs. Trevithick.

The string band of the King's Own Scottish Borderers played an excellent programme of music under the direction of Sergeant Grimrod which went a long way to make the function the success it really was.

Unfortunately the early morning hours brought wet weather which made the home going decidedly unpleasant over the disgraceful state of the surface of the Ghazieh Badran. Messrs. Leon-Cooper and Whittle officiated as ball room stewards, and their arrangements were much appreciated.

MILITARY TAILORS.
EGYPTIAN ARMY OUTFITS A SPECIALITY.
RIDING BREECHES.
F. Phillips & Co.
LADIES' TAILORS.
(HIGH CLASS WORK ONLY)
CAIRO & ALEXANDRIA.

LETTERS TO THE EDITOR.

ANGLO-EGYPTIAN LAND ALLOTMENTS CO.
TO THE EDITOR OF THE "EGYPTIAN GAZETTE."
Sir,—The letter which you published yesterday, signed by four shareholders of the above Company, suggests a question which in these difficult times, should be of very general interest. The Company referred to is, I believe, constituted under Egyptian Law and as your correspondents state its object is the purchase and improvements of land in Egypt for resale; they further state that the Directors have invested in Cyprus a sum not expected to exceed £140,000. It appears to me that if the Company is an Egyptian one its sphere of action for limited responsibility is confined to Egypt alone, unless it is clearly stated in its decree of incorporation, that its objects are of wider range than that stated in the letter above referred to. If I am right in this supposition no special resolution or general meeting, ordinary or extraordinary, can change this or subject to Egyptian law of limited responsibility, any transactions undertaken outside this country, and any such business would be done on the personal responsibility of the directors. It is only right that this should be so, for otherwise any shareholder might find that his money, which he had subscribed with the understanding that it should be invested in this country, more or less under his own supervision, was being spent in the middle of the desert of Sahara, or in some equally remote place, from which it might not be easy to recall it. It is quite probable that some of your readers may be able to give some information on this subject. I only ask for it on general grounds, and not especially with reference to the company above referred to.

I remain, yours truly
OBSERVER
Alexandria, January 23.

THE GOVERNMENT AND THE CRISIS.
TO THE EDITOR OF THE "EGYPTIAN GAZETTE."
Sir,—It is sincerely to be hoped that the Government will not be induced to listen to the fallacious arguments of our local financiers, who imagine that a loan of two millions will materially relieve the present situation. The situation is clearing of itself, only this process must take time and it will be far clearer afterwards, if the Government does not try to bolster up a false position.

Truly yours,
PROBITAS.
Cairo, January 21.

THE EGYPTIAN ESTATES LIMITED.
SAVOY HOTEL NEGOTIATIONS.
The negotiations, which have been continuing of late between the Egyptian Estates Limited and the George Nungovich Hotels Company for the retrocession of the Savoy Hotel at Cairo are being actively pursued and there is every hope that in a few days' time a satisfactory settlement will be arrived at, which will free the Egyptian Estates from its embarrassing purchase. The final approbation will be given at an extraordinary general meeting of the shareholders of the George Nungovich Hotels Company, which will be convened at once after the agreement has been arrived at. If it is decided to sanction the arrangement as to the retrocession of the hotel, no new hotel will be built by the company to take the place of the Savoy Hotel as was originally intended after the hotel had been disposed of to the Egyptian Estates.

THE CITY AND AGRICULTURAL LANDS OF EGYPT LIMITED.
The "Anglo-Egyptian Mail" reports that a certain number of shareholders in the City and Agricultural Lands of Egypt Limited, have petitioned the Mixed Tribunals to decree the winding up of the company. They maintain that, notwithstanding the fact that the nominal headquarters of the concern are in London, it is merely an Egyptian joint-stock company (*société anonyme*), which does not fulfil the conditions imposed by Egyptian law to secure its validity. The shareholders in question, who hold some 1,000 shares ask that an official liquidator be appointed, and that the board be dissolved. It will be remembered that the company was formed scarcely a year ago, in order to purchase home property belonging to the Counts de Zoghbi, and that the public issue, which took place recently, was not a success.

RACING.
GHEZIREH.
The Race Course and Steeplechase Course will be open on Friday 24th and Sunday 25th, weather permitting.

STEAMER MOVEMENTS.
The Elberman liner "Britannia" arrived at Liverpool on Tuesday morning.
The Elberman S.S. "Merionethshire" sailed on Tuesday evening for Liverpool direct with a general cargo including 4,992 bales of cotton and 18,800 cases of eggs.

CAIRO OPERA SEASON.

"CARMEN"
Mme Magno's "Carmen" was a triumph of personality and interpretation: it proved how a really clever gifted artist can transform herself at will into the most varied and conflicting parts. In the first act she was the flaunting, bold, handsome factory girl beguiling her brigadier for the sheer fun of so doing and by the mere contrast her devilry to the purity of the pale coy Micaela. In the 2nd act she was the gipsy, queen among her smuggling tavern haunts, just decently grateful to the released prisoner, but far more excited by the bold tenor. These two acts were a triumph for her every glance and movement. The third act is I venture to believe, impossible for any but Spaniards or a very, very few Italians and Mme Magno is neither: and to me there seemed a touch of convention of adaptation, rather, of the part. But the last act again brought out her full powers. Her adoration for Escamillo, her annoyance with Don José and contempt for his despair, her fright and rage at the danger, and then her death: those were consummate. Two particular features, the quick desperate quiver of her hands as she retreated from him searching escape in vain, and her scream for Escamillo, held in entranced, awe-struck, rather. It was a great performance needless to say, the music was as child's play to her, not a shade of its cold, cynical subtlety escaped her, and she gave the fullest meaning to every intonation. Unusual especially was being singing when with the chorus, never drowned by it, yet never overpowering it. It was remarkable M. Soubarvan, was better than usual as Don José, especially at the end. Some of his higher notes were most telling.

M. Gorins was also good, and deserved his score for the "Toreador," though he forced his voice a little, it seemed, to obtain the effect. Mile Talbert was admirably clear and correct as Micaela. The part suited her and showed that she has an excellent sympathetic voice. The chorus were most adequate. Their acting, as well as their singing, was convincing and showed to better advantage, had their conductor realized more thoroughly the character of Bizet's music. It is a wonder that Carmen music, more fascinating every time one hears it, subtle, unique, daring, absolutely decisive, the production of a real and unusual personality. M. Baron missed the clear, fire and sparkle of it, the crafty, "diablerie" (the only word) the whole varied strength that distinguishes Bizet from all others. Yet it "went" all the same. The collective power of the singers achieved the result and Madame Magno crowned it.

SOCIETE DES CONCERTS.
The only two items in last Sunday's concert which one can mention with equanimity were the Schumann, which was just tolerable, and the end of the Saint-Saens "deluge," when the violinist achieved a brilliant success; all too short, alas, was his part, but it was instinct with the dignity and beauty of the music, admirable for tone resonance and absolute certainty. For the rest the orchestra were as sleep without a shepherd, hurried headlong through the Bach into the Massenet, and thence into the beginning of the Saint-Saens, without breathing space until the violin solo began. Such slight continuity and interpretation as appeared was, all through, thanks to the leader of the violins. The conductor evidently was unable to deal with the programme. One would gladly have passed over the whole episode in silence but this attempt of the Society to start organised music in Cairo is so important, that one cannot allow their efforts to be wholly wasted. They have drawn up splendid programmes, and they have procured the services of an admirable orchestra. If the conductor cannot lead the orchestra or interpret the music, he should be left to such pieces and operas as are within his scope. It would be fatal to encourage through mere indulgence a delusion, the results of which would discourage all music lovers from further attendance or efforts. I hear that M. Massis, a famous violinist and musician, is in Cairo, and that he may be induced to conduct at the last four concerts. It is most earnestly to be hoped that he will consent so to do. Since writing this I hear, that M. Massis has consented to conduct the next concert. It is just possible the date may have to be changed to Wednesday 29th: if that proves necessary, due notice will be given to all subscribers, as well as in the papers, as soon as possible.

NILE TOURISTS.
The following passengers left Assiout yesterday by Cook's P.S. "Amasis":—
Mr. and Mrs. Wallace Thornycroft, Mr. and Mrs. Fernand van der Straeten, Mr. Leon Fontaine van der Straeten and the Misses. Mrs. and the Misses E. Quail.
The following passengers left Shbeli this morning by Cook's P.S. "Memnon":—
Mr. and Mrs. Max Charlier, Rev. and Mrs. A. W. Gross, Mr. and Mrs. H. L. Groves, Mr. J. C. Clayton, Mr. and Mrs. W. G. Gribbel, Mr. A. R. Morris.

PARIS-GENEVA HOUSE.
Mm. Auberge is exhibiting her spring models at the Khedivial Hotel, Alexandria until the 25th inst.

PERSONAL AND SOCIAL.

The Earl and Countess of Cromer arrived in London last week from Ardgoon, Greenock, where they had been on a visit to Sir Hugh and Lady Alice Shaw Stewart.

The funeral of the late Major-General Sir Frederic J. Goldsmid took place on Wednesday week, at Hellingbourne Church, a few miles from Maidstone.

Mr. John B. Thayer, Vice President of the Pennsylvania Railway, with a party of friends from Philadelphia arrived at Alexandria by the "Cedric."

Mr. Hall Caine arrived in Egypt yesterday, having called Greece Castle, his home and definitely abandoned his legislative work in the Isle of Man as member for Ramsey.

We regret to announce the death of Mrs. Friend, wife of Mr. Astley, F. Friend, the Director of the Water Works Cairo, which occurred at the Victoria Nursing Home on Wednesday afternoon, following an operation for appendicitis. Mrs. Friend had only been ill for twelve days. The funeral cortege will leave the Victoria Nursing Home at 3.30 p.m. to-day.

Rear Admiral Marcus Lowther, who died last week at the age of 89, was serving in the "Hastings," stationed in the Mediterranean, when difficulties arose between the Porte and Mehemet Ali, which resulted in 1840 in the British undertaking operations of the coast of Syria. The "Hastings" was ordered to the scene of action, and on September 15 he took part in the capture of Beirut. He was next employed in the distribution of arms to the Maronites, and in October was present in the barge of the "Hastings" at the destruction of a mine designed to blow up the eastern fort of Beirut. This brilliant exploit was carried out successfully under the direction of Commander Henry Worth, with the loss of one midshipman of the ship. For his services during the campaign he received the Syrian medal, and in August, 1844, was promoted to Lieutenant.

Mrs. Chatterton Adams was "at home" to her friends on Wednesday afternoon in her pretty new flat on the Pyramid Road, very many people taking advantage of their invitations, and the gathering proving a thoroughly satisfactory one. The wide balconies were much patronised, the views across the fields of young crops to the distant hills on the Pyramid side and over the city to the guardian Citadel on the other, being particularly fine, even though threatening clouds hung low over the Mokattam. Among the guests present were Col. and Mrs. Duckett, Sir Reginald and Lady Osborn, the Misses Hyde Page, Mrs. Knight, Shakhour Bey with Mrs. Shakhour and their son and daughter, Mrs. and Miss de Bilmaki, Miss Johnston, Mr. Melville, Miss Meade, Mr. Dickenson, Mr. and Mrs. Berry, Mr. G. Tomlinson, Mrs. and Miss Devoushire, Mr. Bolland, Mr. Carrer, Mr. Gunter, Miss Mosley, Mr. Campbell, Mr. and Mrs. C. H. Rowlett, Mrs. and the Miss Morcom, De Beddoe, Mr. and Mrs. Peckitt, Mr. Trimen, Miss Morris, Mr. Hyland, Miss Belmont, Mr. and Mrs. Gunn, Miss Mondolfo, Mrs. de Coscon, Mr. and Mrs. Madden, Miss Meade, Mr. A. V. Thomson.

BULLETIN DE LA BOURSE.
Jeudi 23 Janvier.
Nous assistons décidément à une réaction, qu'avait fait prévoir d'ailleurs la continuelle hausse des prix coïncidant avec la rareté des affaires. Le recul est-il dû à des réalisations ou à une modification quelconque de la situation, voilà ce qu'il est difficile de préciser. Cependant, les nouvelles du dehors continuent à être bonnes, le taux d'escompte diminue de 4 à 3 7/8 %, et les valeurs égyptiennes continuent d'être soutenues tant à Londres qu'à Paris. D'autre part, les récents achats n'ont pas, croyons-nous, amené d'empêcher pour passer déjà des réalisations. Il s'agit plutôt sans doute de positions qui restent profitables de l'indécision sensible des prix pour liquider ou s'aligner, mais les acheteurs ayant disparu de la scène, les offres ont déterminé une réaction. C'est donc l'inévitable jeu de cache-cache qui continue dans notre corbeille entre vendeurs et acheteurs.

Ainsi l'obligation ancienne Crédit Foncier rétrogradée de 304 à 295 francs. Le fléchissement de la nouvelle est moins accentué, de 259 1/2 à 258 1/2. En revanche, les Lots Turcs progressent de 1 franc à 1 1/2 à cause de l'approche du tirage de fin Février.

Sur le bruit que le coupon semestriel inférieur à celui de l'année passée, l'Agricole est délaissée à 7 1/16, contre 7 23/32 hier. La proposition faite par un groupe financier d'étendre ses facilités de prêts attend l'approbation du Gouvernement.

En ce qui concerne la National Bank, le prix avance de 21 1/16 à 21 9/16 en sympathie avec la hausse de Londres à 21 5/8 et ainsi en raison du manque de vendeurs sur place. Il n'y a presque pas eu d'affaires.

Dans l'ensemble du reste, les transactions ont été disséminées un peu sur toute la cote mais n'ont eu aucune importance. Aucune valeur n'a été l'objet d'une attention spéciale.

Les Privilégiés Tramways d'Alexandrie fléchissent de 136 à 135, la Banque d'Atchoua de 110 3/4 à 111, la Land Bank de 7 9/16 à 7 1/2, l'Urbaire de 8 3/16 à 8 1/8, l'Union Foncière de 4 7/16 à 4 3/8, le Crédit Franco-Egyptien de 4 3/16 à 4 1/8.

L'Ordinary Khedivial Mail s'aligne, au contraire, de 18 1/4 à 18 1/2, le Comptoir de 2 7/32 à 2 5/16, le Building Land de 1 1/2 à 1 17/32 et le fondateur United de 7/16 à 7/8.

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MONEY AND SHARE MARKET.

(FROM OUR FINANCIAL CORRESPONDENT.)

London, January 17.

The Money Market.

The reduction of the Bank of England rate to 5 per cent. yesterday was anticipated as a matter of course in financial circles, and it is even suggested that we shall shortly be back to the old rate of 4½ per cent. All the conditions are favourable to a low rate. The Bank is getting into a very strong position, and money action is to flow in freely. The return this week shows an addition of a further 1½ million to the reserve, and a 5 per cent. rate in present conditions is likely to prove more than sufficiently effective. The persistent forcing down of discount rates is, however, used as an argument against a lower rate. Since the shipments of gold to America ceased, and the prospect of easier conditions became brighter, rates have declined until three months' paper now realises no more than 4½%, or even less than this figure, and the probabilities are that it will go still lower.

Money is abundant, and overnight accommodation is easily obtainable at 3½ per cent. and as four per cent. for a week. After the announcement of the reduction in the Bank rate clearing banks reduced their deposit rate to 3½ per cent.

The Bank returns make an excellent showing. Although over £600,000 in gold was exported, the stock of coin and bullion is up £1,070,000. The active note circulation contracted to the extent of £374,000, so that the reserve is higher by £1,594,000, making a total of £25,847,000. This compares with a total of £22,593,000 in the corresponding weeks last year when the Bank rate was also lowered to 5 per cent. The proportion to liabilities is 52½%, as against 43½% a year ago.

The quotation for bar gold is ½ lower on the week at 77s 9d.

The silver market has shown considerable fluctuations. The quotation, after being down to 35½d., improved to 36½d., on better news from India, but later fell away again to 35½d. Yesterday is left off at 35½d.

The Stock Markets.

Consistency is not one of the chief virtues of the Stock Exchange, and the course of events bring some curious instances of its erratic tendencies. One would have imagined that the advent of cheaper money and a reduction in the Bank rate to 5 per cent. would have affected prices favourably, but the very opposite has been the result, prices falling away in all directions after the announcement of the directors' decision yesterday. Of course, the effect of the matter is that in three times there is such a paucity of genuine investment business that the speculative element utilizes every opportunity to put up prices in anticipation of realising at a profit immediately things promise to go better. The reduction in the Bank rate had been generally expected, hence for a few days previous to the usual meeting of the Court, the market had displayed a firm tone in professional buying. The speculative nature of the business transacted was apparent, and the extent of it was realised yesterday after the Bank decision, profit-taking being the order of the day.

The weakness of the mining market on the announcement that the Premier Company's dividend had been postponed owing to the great falling off in the demand for diamonds as the result of the American crisis, has not helped matters in other departments.

Government stocks have been generally steady. Indian issues were weak at one time, but have since been firmer, but quiet. Consols on the week are rather higher at 83½d.

Foreign bonds. There has not been much doing in international bonds, but the tone has been for the most part firm. Russians have received

support, and the Fives have risen to 91½, the Four closing at 81½.

There was some selling of Japanese from Paris on Monday, but they recovered the following day, and for the greater part of the week have been inactive, although the second series of Fives advanced ½ yesterday to 97½.

To-day Japanese have given way from ½ to ½.

Home Rails.

There has again been a good deal of irregularity in the movements of home railway shares. The market was very firm at the opening, but the advance was not maintained, except in a few cases. We pointed out last week that there has recently been a substantial amount of speculation in this section, and yesterday, after the Bank rate was reduced, there was a rush to sell, and prices fell away all round. South Eastern "A" led with a decline of 1½ to 55½, Great Eastern dropped 1½ to 74, North Western 1 to 147½, and Caledonian Def. and North British Def. ½ to 28 and 26½ respectively.

To-day home rails have been offered, Brighton "A" have lost 2½, Metropolitan 1, and North British Ord. ½, Midland Def. are firm at a rise of ½.

Americans.

Two or three events have helped to keep the American market rather weak. First of all it was announced that the Secretary to the Treasury had resigned, and as is usual in the case of such rumours, an attempt was made to supply a reason for the step alleged to have been taken. One of these was that Mr. Cortelyou and Mr. Roosevelt had quarrelled over the former's currency proposals. The report of the resignation was contradicted, and shortly afterwards there was another report regarding further action against the trusts. Shares have not received much support, and the movements have not been very important. Yesterday the opening was steady, but there was a reaction after the receipt of selling orders from Wall Street.

To-day movements have been downward. Grand Trunk and P. & N. have shed 4 to 101½, and the 1st P. & N. Canadian Pac. are 5 lower at 102 3/4.

Egyptians.

The Egyptian market has been rather a remarkable one this week, for the reason that with about two exceptions, the movements have been absolutely featureless. The exceptions have been in the case of National Banks and Aboukir, both of which have further progress, on good support from Egypt, and also from this side. Nationals have been put up to 2 and seen firm at the price. We mentioned in a recent article that an increased coupon might be expected next time, and probably the present strength of these shares is to an extent attributable to this anticipation, although, of course, the excellent position the Bank now holds is generally recognised, and it was in the natural order of things that the shares would show a considerable appreciation when once the selling incidental to the crisis in Egypt ceased. Indeed, we forecasted this at the time.

Aboukir close at 11½/16 after having been as good as 1 25/32.

There has been a slight demand for United Egyptian Bonds on rumours that the company has arranged an issue of 5 per cent. bonds with its creditors. We understand that a reconstruction of the Board is by no means unlikely. Until something definite is known as to the steps being taken by the company to meet their various commitments in Egypt, it is unlikely we shall see any pronounced tendency in these shares.

Union Foudrière have been in quiet demand at about 4½. These shares present a very attractive yield to investors at this price, and it would seem that in view of several good land sales during the past year, the company should be able to increase its last dividend of 4½ per cent. Khedivial Mail have been rather neglected, though at 19½ there seems to be support. Alexandria Water experienced a sharp set back to 10½ sellers, although there is no

support, and the Fives have risen to 91½, the Four closing at 81½.

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Aboukir Bank	...	4 1/2	Non.
Agricultural Bank	...	7 1/2	Non.
Preferred	...	9 1/2	Non.
5 1/2% Bonds
Anglo-Egyptian Bank	...	12 1/2	Non.
Corporation of Western Egypt	...	12 1/2	Non.
Daira Sanieh Ordinary	...	12 1/2	Non.
Deferred	...	7 1/2	Non.
Delta Preference	...	9 1/2	Non.
Deferred	...	5 1/2	Non.
Delta Lands	...	1 1/2	Non.
Egyptian Estates	...	6 1/2	Non.
Estates Deferred
Building Lands of Egypt	...	1 1/2	Non.
Aboukir	...	11 1/2	Non.
Credit Foncier	...	7 1/2	Non.
Egyptian Land and Canal Trust	...	12 1/2	Non.
Khedivial Mail S.S. Company	...	12 1/2	Non.
Land Bank of Egypt	...	7 1/2	Non.
New Egyptian Company	...	10 1/2	Non.
National Bank	...	21	Non.
Salt & Soda	...	14 1/2	Non.
United African Exploration	...	4 1/2	Non.
Union Foudrière d'Egypte	...	4 1/2	Non.
Egyptian Investment & Agency	...	12 1/2	Non.
Egyptian Market	...	12 1/2	Non.
United Egyptian Land	...	4 1/2	Non.
Deferred	...	4 1/2	Non.
Comptoir Financier d'Egypte	...	1 1/2	Non.

Agonies of Sciatica.

One of Liverpool's best-known men describes how his torture was ended by Dr. Williams' Pink Pills.

Mr. William Longbridge is a retired police-sergeant who now holds a position of trust in one of the principal banks in Liverpool. He is 55 years of age and was for many years connected with the Liverpool Police Force, from which service he has been pensioned off. He received special awards from the Liverpool Shipwreck and Humane Society, and is a man highly respected throughout the city.

Recently he was attacked by Sciatica in such an acute form that he was once confined to bed for five weeks and three days. He was completely cured by Dr. Williams' Pink Pills, and he says: "I have not felt any trace of Sciatica since."

A SIMPLE CASE.
"What was the cause of your complaint?" he was asked by a reporter who called upon him at his house, 354, Scotland-road, Liverpool.

"Simply through getting my feet wet," he replied. "I first felt a shivering feeling coming over me, and this turned to slight symptoms of Rheumatism. When I began to feel as if I was paralysed in the lower extremities, and was unable to move without pains like hot needles running down my thighs and legs; these pains of Sciatica nearly drove me mad. When I attempted to walk I became so faint that I had to turn back home. My left leg became almost useless, and at times went numb right down to my feet. For hours I would roll and toss in bed through sheer torture, and beads of perspiration rolled off my forehead. Doctors prescribed all sorts of medicines, but I seemed to get worse. I then underwent a course of massage, but the Sciatica pains increased in fury."

"My sister came to visit me and insisted that I should try Dr. Williams' Pink Pills. My wife purchased some, and I took the doses regularly. I derived a little benefit and so continued the medicine."

THE ONLY EFFECTIVE MEDICINE.
"Soon I made such improvement that I felt sure Dr. Williams' Pink Pills were the only medicine to put me on my feet. In a few weeks I was able to get up. I could eat and digest my food, and then began to take exercise without feeling any distress. My cure took place some months ago, and since then I have not felt any trace of Sciatica's pains."

"I was cured by Dr. Williams' Pink Pills for Pale People, and I feel it my duty to make known the wonderful curative powers of this medicine. I found that Dr. Williams' Pink Pills restored my nervous system and nourished and scrubbed my blood."

Victims of Sciatica need their veins filled with the New Pure, Rich Blood supplied by Dr. Williams' Pink Pills for Pale People, which have cured many of Sciatica Rheumatism, Paralysis, St. Vitus's Dance, Gout, Neuralgia and Headaches. Only the genuine pills cure and substitutes should be refused because they are worse than useless. The pills that have cured are Dr. Williams' Pink Pills for Pale People (seven words). Sold by all chemists and druggists at P.T. 18 the box and P.T. 70 for six boxes.

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When these or other insects begin to annoy you, remember that simple means of protection against their attacks—the use of

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MUNICIPALITE D'ALEXANDRIE

AVIS

Le Samedi 25 Janvier 1908 de 10 heures du matin à midi, la Municipalité procédera à la vente aux enchères publiques près de la Porte Rosette d'une quantité de pierres (Kantaria, Moellons, Dakhones) provenant de la démolition des Fortifications Sud.

Ces pierres sont divisées en lots de 20 à 100 m³.

Les acheteurs devront payer le droit d'en chère de 1 % et déposer le 10 % de la valeur de la marchandise achetée au moment de la vente et effectuer le paiement intégral à la Casse Municipale, le lendemain du jour de l'adjudication.

Ils auront à supporter les droits de carrière au profit de la Ville et devront enlever les pierres achetées dans un délai de dix jours sous peine de faire encaisser pour compte de l'adjudicataire et de perte du dépôt de 10 %.

L'Administrateur.

(Signé) W. P. CHAZAYAN.

Alexandrie le 18 Janvier 1908. 31795-3-3

Commercial & Financial Supplement

OF THE

"Egyptian Gazette."

The Commercial and Financial Supplement of the "Egyptian Gazette" is published at

midday every Saturday in time for the Austrian

Lloyd's mail. The supplement contains exhaustive

and important reports of the cotton,

sugar, and stock and share markets, with

all the latest statistics up to the evening of the

preceding day, complete tabular forms of the

various market fluctuations, and the copies of

the official telegrams of the Liverpool Cotton

Association, etc., etc. Subscriptions for one

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the "Egyptian Gazette."

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TO OUR VISITORS.

The Egyptian Gazette has much pleasure in presenting to its subscribers the accompanying description of some of the many interesting routes by which they may travel homeward. Great care has been taken to arrange them as accurately and completely as possible, and it will be found that none of them are fraught with difficulty. In choosing the route home there are several things to be considered. To begin with there is the difference in climate between Egypt and the various points at which you may arrive in Europe.

This depends partly upon the month in which you leave Egypt, for Cairo in January may be a little warmer than the Riviera and possibly not so warm as Sicily, but in March it will be warmer than Rome, and more uniformly warm than many other places in Europe. Many people leave Egypt far too early in the year, for as a rule the weather in April and May is perfect. The warmest place to go to is leaving Egypt in Sicily. Some will want to take into consideration the number of days to be spent at sea, and we therefore subjoin a list showing the time occupied on each of the various routes between Egypt and the Continent of Europe.

They are as follows:—

The long sea routes—	
from Port Said to Alexandria	3 days
from Port Said to Alexandria	3 days
from Port Said to Alexandria	3 days
from Port Said to Alexandria	3 days
from Port Said to Alexandria	3 days
from Port Said to Alexandria	3 days
from Port Said to Alexandria	3 days
from Port Said to Alexandria	3 days
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The steamers of the P. & O. North German Lloyd, Orient, and Messageries Maritimes are the largest. The Anchor, British India, Bibby and Henderson Lines are also excellent, and their steamers are largely patronised by travellers to Egypt. As regards the train journeys from Cairo the shortest is that to Alexandria, without change (8 hours). That to Port Said can now be made without change in 4 1/2 hours. The least expensive way to England is by the Nile, Papayanni, Piraeus, and Westcott lines of steamers from Alexandria to Liverpool. The German Levant line has also good steamers from Alexandria to Hamburg.

The quickest through Continental routes are by P. & O. Brindisi express from Port Said, and the Austrian Lloyd Trieste-Vienna express from Alexandria. As regards heavy luggage, it must be borne in mind that very little luggage is allowed free on the railways of Europe, but there are several good and responsible forwarding agents in Egypt who undertake at a fixed charge to deliver packages to any address in Europe. The quickest manner of getting to Europe from Port Said is undoubtedly by the fast Mail Steamers "Oasis" and "Isis" to Brindisi. One of these leaves Port Said every week, as soon as possible after receiving the Indian mails from the great liner arrived from Bombay. These mail but comfortable ships have enormously powerful engines, and attain a very high rate of speed. They are called the "Perry boats" having been specially built to carry the British mail from Port Said to Brindisi. If you are going straight through to England you will find the train waiting at Brindisi which will take you to Calais without changing. It has complete arrangements for sleeping and eating on board, and you should arrive in London on the fifth day from leaving Port Said.

Vade Mecum for the Homeward Bound.**ROME.****SAVOY HOTEL.****ROME.**

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Beautiful Position. Exquisite Management.
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First Class Hotel of old resort, facing the Theatre.
In proximity to the Springs and Bath Houses.
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Best Position on Arno.
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Weinen's Hotel de France.
Hotel Trinacria.
Trickers Hotel-Pension Voy.

SICILY.

The direct route to Sicily is by the Florio-Rubattino Co's steamers, which leave Alexandria weekly for MESSINA, where one takes train to TAORMINA, one of the most charming and popular places on the island. *Giar-isi* is the station at which to alight, and the drive up to Taormina is most delightful, occupying about one hour. In and around the town is much to interest the visitor. The theatre is of Greek origin, but restored under the Romans. CATANIA is the starting place for the ascent of Etna, and here also is a fine Cathedral. The Greek, Roman, and Saracenic remains that are found all over the island, are an endless source of pleasure. SYRACUSE has an interesting history, having been a Greek city, which was designed by Demosthenes in B.C. 413, and taken by the Romans in A.D. 912, when Archimedes was slain—his tomb is to be seen. The cathedral was once an ancient pagan temple. PALERMO, in the heart of the island, is the capital of the island, and enjoys a delightful climate. Much of interest is to be found in this fine city. The Palazzo Reale is of a Saracenic origin and close to it the church of S. Giovanni degli Evangelisti with its picturesque cloisters. The Cathedral, Museum, Botanic Gardens, Villa Giulia and Royal Park are also worth a visit.

CENTRAL ITALY.

The fine steamers of the North German Lloyd leave Alexandria every Wednesday during the season for Naples, the voyage being only 3 days.

NAPLES is also reached in 10 hours from Palermo by the Florio-Rubattino Co's steamers, which leave daily. One cannot approach Naples or leave it without wishing to explore some of its islands, besides the lovely place on its bay—Capri and Sorrento. The small steamer that takes you to Sorrento (you can drive too) will take you on to Capri.

From Naples to Rome is a train journey of but five hours. All who can will devote at least one week to visiting the many historical and interesting sites in the Campagna, the city, whose charms and beauties are too well-known to need comment here.

Leaving the Eternal City with much regret, a railway journey of five hours brings you to FLORENCE, where another week can well be spent admiring the City of Flowers and its surrounding country. In Florence itself the churches and galleries are of absorbing interest, whilst the local promenades and excursions should not be omitted. The *Cascine* is the most attractive and fashionable promenade in Florence, whilst the *Viale dei Colli*, one of the finest walks in Europe, occupies 35 years ago, now winding up through the hills a distance of four miles. The most delightful excursion outside Florence is that to *Falvarone*, with its *Monastery*, 3,300 feet above the sea level. This is made first by ordinary train from Florence to *St. Elia*, thence by cogwheel railway to *Salvite*. The ascent through groves of oak takes an hour, and most striking panoramas are unfolded to view.

PISA is easily reached from Florence in about 2 hours, here there is a fine Cathedral and the Leaning Tower. A stay of at least one night should if possible be made in order to enjoy the view from the Campanile at sunset.

VIAREGGIO. One of the most delightful places on the Italian Riviera near Pisa and on the main line from Rome to Genoa. It is a very convenient half-way house between Egypt and England, and where living is reasonable and the air and surroundings exceptionally good.

NORTHERN ITALY.

GENOA (La Superba)—The most picturesque and interesting city in Italy, with the record of having one of the lowest death averages of European cities and a phenomenally equable temperature—warm in winter and deliciously cool breezes from the surrounding mountains and the Mediterranean in summer.

The patriarchal home of Italy's most ancient nobility, whose palaces, gardens, and famous collections of statuary, frescoes and paintings, are a constant delight to thousands of travellers who annually sojourn in Genoa. Then there are the superbly decorated medieval churches containing exquisite marble columns and historical paintings, and the incomparable Campo Santa filled with its wonderful tombs.

From Genoa to Milan is a matter of only three hours by rail.

MILAN is a good centre for Northern Italy before making the tour of the Lakes. The Cathedral is the principal attraction, with its beautiful windows illustrating the History of the Bible. The public gardens and the monumental cemetery are also worth a visit.

Between Bologna and Milan is SALZOMAGGIORE, a renowned health resort, on account of its thermal springs, change trains at *Borgo San Donnino* and in half-an-hour you are at Salzomaggiore.

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